

**§ 127.270 Location of accommodations and pilothouse.**

(a) Neither quarters for crew members or offshore workers nor the pilothouse may be located forward of the collision bulkhead required by § 174.190 of this chapter.

(b) Except as provided in paragraph (c) of this section, no part of any deck with accommodations for crew members or offshore workers may be below the deepest load waterline.

(c) Any deck with accommodations for crew members or offshore workers may be below the deepest load waterline if—

(1) The vessel complies with the damage-stability requirements in § 174.205 of this chapter; and

(2) The deck head of the space is not below the deepest load waterline.

(d) No hawse pipe or chain pipe may pass through accommodations for crew members or offshore workers.

(e) There must be no direct access, except through solid, close-fitted doors or hatches, between accommodations and chain lockers, cargo spaces, or machinery spaces.

(f) No sounding tubes, or vents from fuel-oil or cargo-oil tanks may open into accommodations for crew members or offshore workers, except that sounding tubes may open into passage-ways.

(g) No access openings from fuel-oil or cargo-oil tanks may open into quarters for crew members or offshore workers.

(h) Quarters for crew members must be separate from and independent of those for offshore workers unless the cognizant OCMI approves an alternative arrangement.

**§ 127.280 Construction and arrangement of quarters for crew members and accommodations for offshore workers.**

(a) The following requirements apply to quarters for crew members on each vessel of 100 or more gross tons:

(1) Quarters for crew members must be divided into staterooms none of which berths more than four members.

(2) Each stateroom for use by crew members must—

(i) Have clear headroom of at least 1.9 meters (6 feet, 3 inches); and

(ii) Contain at least 2.8 square meters (30 square feet) of deck and at least 6 cubic meters (210 cubic feet) of space for each member accommodated. The presence in a stateroom of equipment for use by the occupants does not diminish the area or volume of the room.

(3) There must be at least one toilet, one washbasin, and one shower or bathtub for every eight or fewer crew members who do not occupy a stateroom to which a private or a semiprivate facility is attached.

(b) The following requirements apply to accommodations for offshore workers on each vessel of 100 or more gross tons:

(1) Each offshore worker aboard must be provided with adequate fixed seating. The width of each seat should be at least 460 millimeters (18 inches). The spacing of fixed seating must be sufficient to allow ready escape in case of fire or other emergency. The following are minimal requirements:

(i) Aisles 4.6 meters (15 feet) in length or less must not be less than 610 millimeters (24 inches) wide.

(ii) Aisles more than 4.6 meters (15 feet) in length must not be less than 760 millimeters (30 inches) wide.

(iii) Where the seating is in rows, the distance from seat front to seat front must not be less than 760 millimeters (30 inches).

(2) If the intended operation of a vessel is to carry offshore workers aboard for more than 24 hours, quarters for them must be provided. Each stateroom for use by them must—

(i) Berth no more than six workers;

(ii) Have clear headroom of at least 1.9 meters (6 feet, 3 inches); and

(iii) Contain at least 1.9 square meters (20 square feet) of deck and at least 4 cubic meters (140 cubic feet) of space for each worker accommodated. The presence in a stateroom of equipment for use by the occupants does not diminish the area or volume of the room.

(3) Toilets and washbasins for use by offshore workers must meet the requirements of paragraph (a)(3) of this section.

(c) Each crew member and offshore worker aboard a vessel of less than 100 gross tons must be provided with accommodations of adequate size and

construction, and with equipment for his or her protection and convenience suitable to the size, facilities, and service of the vessel.

(d) For each vessel of 100 or more gross tons, the bulkheads and decks separating accommodations for crew members and offshore workers from machinery spaces must be of "A" Class construction as defined by § 92.07-5 of this chapter.

(e) After reviewing the arrangement drawings required by § 127.110 of this part, the cognizant OCMI will determine, and record on the vessel's Certificate of Inspection, the number of offshore workers that the vessel may carry.

### **Subpart C—Rails and Guards**

#### **§ 127.310 Where rails required.**

(a) Each vessel must have permanently installed efficient guard rails or bulwarks on decks and bridges. Each rail or bulwark must stand at least 1 meter (39½ inches) from the deck except that, where this height would interfere with the normal operation of the vessel, the cognizant OCMI may approve a lesser height.

(b) At exposed peripheries of the freeboard and superstructure decks, each rail must consist of at least three courses, including the top. The opening below the lowest course must be no more than 230 millimeters (9 inches) with courses no more than 380 millimeters (15 inches) apart. On other decks and bridges each rail must consist of at least two courses, including the top, approximately evenly spaced.

(c) If satisfied that the installation of any rail of the required height would be impracticable, the cognizant OCMI may accept hand grabs or a rail of a lesser height in its place.

#### **§ 127.320 Storm rails.**

Suitable storm rails must be installed in each passageway and at the deckhouse sides, including in way of inclined ladders, where persons aboard have normal access. They must be installed on both sides of passageways which are more than 1.8 meters (6 feet) wide.

#### **§ 127.330 Guards in dangerous places.**

Suitable hand covers, guards, or rails must be installed on each exposed and dangerous place, such as gears of rotating machinery, and hot surfaces.

### **Subpart D—Construction of Windows, Visibility, and Operability of Coverings**

#### **§ 127.410 Safety-glazing materials.**

Glass and other glazing material used in windows must be material that will not break into dangerous fragments if fractured.

#### **§ 127.420 Strength.**

Each window or porthole, and its means of attachment to the hull or the deckhouse, must be capable of withstanding the maximum expected load from wind and waves, due to its location on the vessel's and the authorized route of the vessel.

#### **§ 127.430 Visibility from pilothouse.**

(a) Windows and other openings at the pilothouse must be of sufficient size and properly located to provide adequate view for safe operation in any condition.

(b) Glass or other glazing material used in windows at the pilothouse must have a light transmission of at least 70 percent according to Test 2 of ANSI Z26.1, "Code for Safety Glazing Materials for Glazing Motor Vehicles Operating on Land Highways," and must comply with Test 15 of ANSI Z26.1 for Class I Optical Deviation.

#### **§ 127.440 Operability of window coverings.**

Any covering or protection placed over a window or porthole that could be used as a means of escape must be able to be readily removed or opened. It must be possible to open or remove the covering or protection without anyone's having to go onto a weather deck. It may be necessary to break the glass of a window or porthole before removing or opening the covering or protection.